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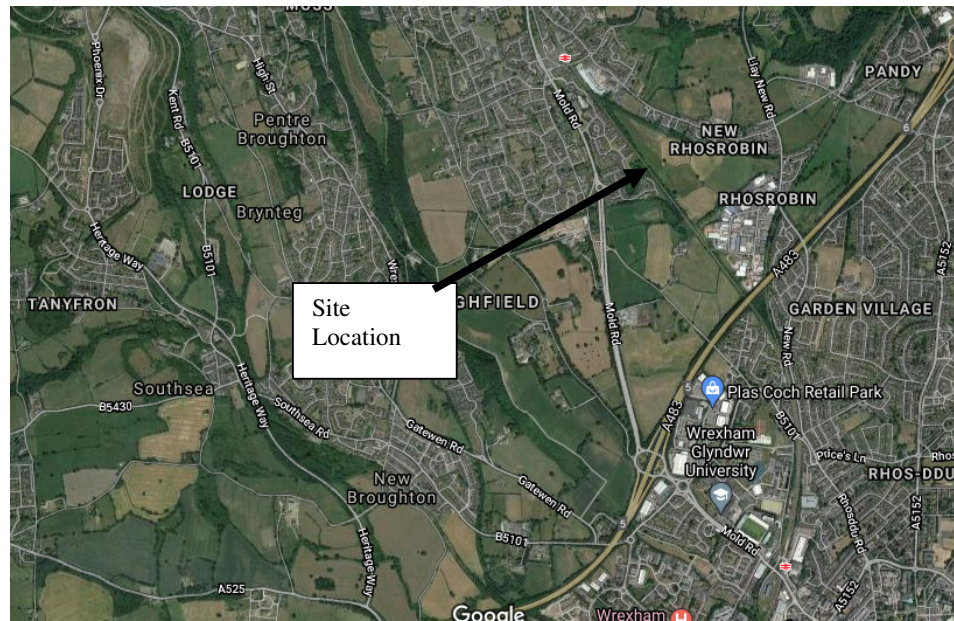
Ref. PD203

08th Nov 2021

HIGHWAYS STATEMENT

**RE:PROPOSED NEW DEVELOPMENT SUNNYACRE, OLD
MOLD ROAD, GWERSYLLT, WREXHAM.**

1. Site Description



The application site is located approximately 3.0 km to the northwest of Wrexham town centre. The site is currently a large grassed situated between two dwelling. It is approximately square shaped, bounded to the east by the A541 Mold Road, to the west by an unadopted road and to the north and south by residential dwellings.

Sunny Acre, the unadopted road serving the site has an existing access on to Old Mold Road which is subject to a 30-mph speed limit in the vicinity of the site; it previously formed part of the main road between Mold and Wrexham before it was reclassified when the Gwersyllt by pass was constructed a number of years ago.

The unadopted road is approximately 9m wide at its junction with Old Mold Road, splaying back with radius kerbs to 5.8m wide at 5m back from the Old Mold Road and then at 10m to 3.4m wide.

The road is owned by the applicants. It is in good condition requiring no structural or surface improvements. There is some vegetation to the northern edge which can be removed if necessary to ensure the full road width is available at all times. By removing a couple of metres of the overgrown vegetation the applicant is able to deliver a step aside area for pedestrians if it is considered necessary.

Approximately 50m into the road it turns sharp north toward the site. There is a visitors parking area suitable for three standard motor vehicles to the west of the road diagonally opposite the site known as Sunny Acre which formed the original dwelling on the site.

The grassed areas both sides of the unadopted road are under the applicant's ownership.

The road has no existing turning facility available for delivery vehicles.

2. The Proposed Development

The application seeks the construction of a single residential 3 bedroom dwelling, this will be located on the roughly square area east of the unadopted road and north of number 4 Sunny Acre, it will be served by a pedestrian footpath access. To the west of the unadopted road a new access will be formed to serve two garages and ample car parking for the new dwelling. Adequate visibility will be provided from the car parking area on to the unadopted road

3. Sustainable Travel Options

The site is well provided with public transport links with bus stop facilities just 140m from the proposed site. Neither stop is provided with a shelter but both have boarding facilities. The stops provide access to services nos. 21, 21A, 27, and 27S which provide regular access to Wrexham Town Centre and other local outlying villages.

The site is only 500m from Gwersyllt railway station providing access to Wrexham, Chester and Liverpool. The site is also within easy walking distance of all local facilities in Gwersyllt such as primary, junior and senior schools, health centre, public houses, sports centre, gym, food superstore and a large parade of shops at Dodds Lane shopping area.

The site is therefore shown to be in a sustainable location.

4. Traffic Generation

In 2017 a planning application was submitted on Top Road Summerhill (P/2017/0651) for 82 dwellings. The traffic generation figures used and accepted by the highway authority was for 6 movements per day per dwelling. However, in order to provide a robust assessment a figure of 8 movements can be considered more than adequate for this proposal.

5. Sunny Acre - Unadopted Road

Guidance on the visibility requirements at junctions is provided in Annex B of Technical Advice Note 18: Transport (TAN18) published by Welsh Government.

TAN 18 recommends visibility of 2.4m x 43m for a 30-mph speed limit.

It is acknowledged that the splay at the existing access from Sunny Acre on to the Old Mold Road does not comply with this recommendation.

This is due to the presence of a boundary wall to the south and a hedge to the north. The hedge to the north appears to be growing at least 1m into the existing footway which is narrowed from a 2.4m width to just 1.4m as a result of its uncontrolled growth. There is a telegraph pole set to the back of the original footway which shows how wide the footway should actually be. The width of the hedge prevents adequate visibility being achieved in the critical direction. It is incumbent upon the highway authority to ensure that hedges are maintained by residents so that footway widths are fully maintained for free movement of pedestrians and to ensure visibility splays are not obscured.

It would seem unreasonable to refuse an application on visibility grounds due to the presence of a hedge over which the highway department has the authority to insist is maintained and kept off the adopted highway.

The unadopted road Sunny Acre is at least 5.8m wide some 5m back from the Old Mold Road.

It is standard practice for the highway authority to request adequate width for two cars to pass simultaneously, but this is normally only requested within 5m of the adopted highway. This is to ensure that vehicles do not have to wait on the adopted highway. It is not normally of any concern to the highway authority how vehicles travel along unadopted roads as they are in effect out of their jurisdiction.

There is some vegetation currently along the northern edge of Sunny Acre - as this is under the applicants control it is feasible if considered necessary to remove some of it and even possibly create a step aside for pedestrians in the unlikely event that they should meet a vehicle on the highway.

Deeper into the site it is also feasible to create, if necessary, a turning head for use by small delivery vehicles such as Tesco or Amazon vans. Such a provision would greatly enhance vehicular movement at the site.

6. Site History

Attached below is a copy of a planning permission relating to Sunny Acre dated 1996, It relates to an application on the site for the erection of 5 additional dwellings alongside Sunny Acre – Sunny Acre being the only existing dwelling on site at that time.

Of note is condition 4 and the reasons relating to it.

Condition 4 states that:

No more than 6 dwellings shall be constructed /retained at this site

Reason

Only limited highway visibility splays can be provided at the access to be altered at Old Mold Road and therefore a more intensive development would be detrimental to highway safety.

In 1996 the visibility requirements would have been a minimum of 2.4m x 70m for a 30-mph speed limit. These splays are now only 43m since the introduction of Manual for Streets.

The site has previously been granted permission for a total of 6 dwellings, but only 5 have been constructed. **The highway department have already accepted that 6 dwellings can be safely accommodated at the site despite the shortfall in visibility.**

The fact that it has previous permission is a material consideration in the assessment of this site as clearly there were no serious concerns raised over visibility, over the width of the road or the lack of a turning facility.

7. Accident History

It is standard practice for transport statements to establish the current personal injury accident record for the most recent 5year period. This is set down clearly and explicitly in the Department of Transports advice to transport consultants in their document 'Guidance on Transport Assessment'



Department for
Transport

*Guidance on Transport
Assessment*

Page 21 states:

For the study area, establish the current personal injury accident records for the most recent three year period, or five years if this is considered to be more appropriate

A search of traffic accident data for the past 5 years has been undertaken; investigations indicate just one incident occurring 50m away from the junction and not therefore in any way related to it. The Crashmap is shown below.

Given that there have been no personal injury accidents near the junction in the past 5 years it is reasonable to assume that the junction is inherently safe.

8. Conclusions

It can be seen from the above analysis that the proposed development will not generate a significant amount of traffic.

The application site is situated in a locality provided with a good public bus service and within comfortable travel distance for pedestrians and cyclists of a number of community facilities.

From a traffic and sustainable travel perspective, the proposed development should be supported.

The site was granted planning permission in 1996 for 6 dwellings. The Highway Authority at the time made no objections to the unadopted road serving 6 dwellings. It was satisfied that despite the limited highway visibility splays at the access on to Old Mold Road, that 6 dwellings would not be detrimental to highway safety.

The previous planning permission for 6 dwellings is a material consideration in this application

Since 1996 visibility requirements have actually reduced from 70m to 43m; so, it would be reasonable to conclude that the access is safer than it was in 1996.

The provision of a surfaced and dedicated turning facility will enhance the safety of the road by ensuring that delivery vehicles can turn within the unadopted road rather than reversing out on to the Old Mold Road

By cutting back and removing two metres of vegetation alongside the unadopted road, a pedestrian step aside can be constructed if considered necessary to enhance pedestrian safety

Traffic generated at the site will equate to no more than 8 additional vehicular movements per day; this equates to just 1 additional vehicle every 90 minutes over the course of a 12-hour working day. It is highly unlikely to cause any significant adverse impact on the safety of the highway, which was the conclusion of the highway authority in 1996.

Planning Approval 11 March 1996

CYNGOR BWRDEISDREF
Wrecsam Maelor



In pursuance of its powers under the Acts and Orders referred to below, the Borough Council, as District Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application.

Wrexham Maelor
BOROUGH COUNCIL

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WREXHAM,
CLWYD,
LL11 1AY.

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Applicant	Executors William Jones Deceased	Code Number	GNE 23944
Agent	Kent Jones, 14 Town Hill, Wrexham, LL13 8NB.	Date received	17th November 1995
		Decision date	11th March 1996

Town and Country Planning Act 1990
Town and Country Planning (General Development Procedure) Order 1995

Grant of Outline Planning Permission

LOCATION AND DESCRIPTION

SUNNY ACRE, OLD MOLD ROAD, GWERSYLLT

RESIDENTIAL DEVELOPMENT & ALTERATION TO EXISTING
VEHICULAR & PEDESTRIAN ACCESS

PARTICULARS OF DECISION

OUTLINE PERMISSION GRANTED

- 01 The approval of the Council shall be obtained to the following reserved matters before any development is commenced, viz:
 - the siting of the building(s),
 - the design of the building(s),
 - the external appearance of the building(s),
 - the means of access to the building(s), and,
 - the landscaping of the site.
- 02 Application for approval of the matters referred to in condition 1 above shall be made within 3 years of the date of this permission.
- 03 The development to which this permission relates shall begin within 5 years of the date of permission or 2 years of the final approval of the reserved matters, whichever is the later.
- 04 No more than six dwellings shall be constructed/retained at the site.
- 05 There shall be no means of pedestrian or vehicular access to the development from the A541 Gwersyllt Bypass.
- 06 Details of surface water disposal system shall be submitted to the Council for consideration before any development is commenced and once approved the development shall be carried out only in full accordance with such approved details.

REASON(S)

- 01 To comply with the provisions of the Town and Country Planning (General Development Procedure) Order 1995.
- 02 and 3. To comply with Section 92 of the Town and Country Planning Act



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- 1990.
- 04 Only limited highway visibility splays can be provided at the access to be altered at Old Mold Road and therefore a more intensive development would be detrimental to highway safety.
 - 05 In the interests of highway safety.
 - 06 To prevent flooding.

Note(s) to Applicant:

- 01 You are advised that details of the site's surface water drainage system to be submitted as part of the reserved matters, will need to show that any surface water drainage does not cause or exacerbate any flooding in this catchment.
- 02 You are advised that the site adjoins the A541 Gwersyllt Bypass and may be subject to road widening works. Any safeguards should be discussed with the Highway Authority prior to the submission of detailed plans.
- 03 Your attention is drawn to the observations of the Coal Authority attached to this decision.

Officer appointed for this purpose
Refer to the Statement of Applicant's Rights and General Information enclosed.

Personal Injury Accident Data

